ADDENDUM NO. 3

BTR
BATON ROUGE METROPOLITAN AIRPORT

PASSENGER BOARDING BRIDGES REPLACEMENT

Prepared for:

GREATER BATON ROUGE AIRPORT DISTRICT
BATON ROUGE METROPOLITAN AIRPORT
EAST BATON ROUGE PARISH

Prepared by:

JE INFRASTRUCTURE CONSULTING & ENGINEERING
4000 S. Sherwood Forest Blvd. Suite 301
Baton Rouge, LA 70816 www.ice-eng.com

STATE OF LOUISIANA
JEFFREY J. SUMNER
License No. 37305
PROFESSIONAL ENGINEER IN CIVIL ENGINEERING
2-14-23

ADDENDUM NO. THREE (3)
DATE ISSUED: 14TH FEBRUARY, 2023
BID DATE: 20TH FEBRUARY, 2023
BID TIME: 10:00 A.M. (Central Time) (REVISION)

This addendum shall be part of the Contract Documents as provided in the Instructions to Bidders.

The following items are issued to add to modify and clarify the Contract Documents. These items shall have full force and effect as the Contract Documents, and the costs involved shall be included in the Bid Prices.

Acknowledge receipt of the Addendum by inserting its number and date on **Page I-13** of the Bid Documents. Failure to do so may subject the Bidder to disqualification.

SPECIFICATIONS & CONTRACT DOCUMENTS

DIVISION I

A. **PEN & INK CHANGE** - PAGE I-4 – ADVERTISEMENT
CROSSOUT: ~~2:00 PM Local Time~~
REPLACE WITH: **10:00 AM Local Time**
Revised Bid Opening Time / No Bids Received after this time.

B. **PEN & INK CHANGE** - PAGE I-8 – INSTRUCTIONS TO BIDDERS
CROSSOUT: ~~2:00 PM Local Time~~
REPLACE WITH: **10:00 AM Local Time**
Revised Bid Opening Time / No Bids Received after this time

C. **DELETE PAGE(S)** I-13 thru I-18e and
REPLACE WITH REVISED PAGES: **I-13 thru I-18e**
Revised Louisiana Uniform Public Work Bid Form & Unit Price Form(s)

TECHNICAL SPECIFICATIONS

SECTION 16130

A. **PEN & INK CHANGE** –**ADD** "The following approved raceways to the Specification. EMT with compression connectors and couplings may be used in interior areas and under covered locations only. Raceways in exterior locations (outside of building lines) must be RGS."
- *Added "Approved Raceways"*

PLANS

B. **DELETE SHEET** C1.2 and **REPLACE** with revised sheet C1.2
- *Revised "Sheet C1.2 CONSTRUCTION SAFETY & PHASING PLAN (PROJECT LAYOUT PLAN NO. 2)"*

C. **DELETE SHEET** C3.4 and **REPLACE** with revised sheet C3.4
- *Revised "Sheet C3.4 CONSTRUCTION SAFETY & PHASING PLANS AT GATE A4 (PHASE 1D – BASE BID)"*

D. **DELETE SHEET** C3.6 and **REPLACE** with revised sheet C3.6
- *Revised "Sheet C3.6 CONSTRUCTION SAFETY & PHASING PLANS AT GATE A1 (BASE BID – PHASE 1F)"*

D. **PEN & INK CHANGE** - SHEET E101 – DETAIL 2: KEY NOTES
ADD Where key note calls for the junction box on the outside of the building at each Passenger Boarding Bridge that serves the Jetway, GPU, and / or PCA, the intent of the work is to have a splice in the feeder from the panel to the Boarding Bridge Control Panel. The splice shall be made with industrial Polaris Pre-Insulated Connectors in the junction box. Boarding Bridges A1 through A4 and B1 shall use #3/0 - #6 two port wire connectors and #4 - #14 two port wire connectors. Boarding Bridge B2 shall use #500 – 4, four port wire connector and #4 - #14 four port wire connector.

E. **PEN & INK CHANGE** - SHEET E101 – DETAIL 3: KEY NOTES
ADD to KEY NOTE 36: “Provide 2” Sealtite with 3 #2/0, 1 #4 ground to PCA breaker, 2” Sealtite with 3 #2/0, 1 #4 ground to GPU.breaker, and 2” Sealtite with 3 #4, 1 #4 ground to Jetway breaker.”

F. **PEN & INK CHANGE** - SHEET E204 – DETAIL 1
CHANGE: PBB-B1 TO ALTERNATE BID NO. 3

G. **PEN & INK CHANGE** - SHEET E204 – DETAIL 1
CHANGE: PBB-B2 TO BASE BID

PROJECT INFORMATION

H. **REQUESTS FOR INFORMATION – SEE ATTACHED**

LOUISIANA UNIFORM PUBLIC WORK BID FORM

TO: City of Baton Rouge and Parish of
East Baton Rouge Purchasing Division
Room 826 City Hall
222 Saint Louis Street
Baton Rouge, LA 70802
(Owner to provide name and address of owner)

BID FOR: Passenger Boarding Bridges Replacement
Baton Rouge Metropolitan Airport
(Owner to provide name of project and other identifying information)

The undersigned bidder hereby declares and represents that she/he; a) has carefully examined and understands the Bidding Documents, b) has not received, relied on, or based his bid on any verbal instructions contrary to the Bidding Documents or any addenda, c) has personally inspected and is familiar with the project site, and hereby proposes to provide all labor, materials, tools, appliances and facilities as required to perform, in a workmanlike manner, all work and services for the construction and completion of the referenced project, all in strict accordance with the Bidding Documents prepared by: **Infrastructure Consulting & Engineering, PLLC.** and dated: **January 18, 2023 .**
(Owner to provide name of entity preparing bidding documents.)

Bidders must acknowledge all addenda. The Bidder acknowledges receipt of the following **ADDENDA:** (Enter the number the Designer has assigned to each of the addenda that the Bidder is acknowledging) _____.

TOTAL BASE BID: For all work required by the Bidding Documents (including any and all unit prices designated "Base Bid" * but not alternates) the sum of:

_____Dollars ($ _____)

ALTERNATES: For any and all work required by the Bidding Documents for Alternates including any and all unit prices designated as Alternates in the unit price description.

Alternate No. 1 *(ADDITIVE – **Passenger Boarding Bridge No. A4**)* for the lump sum of:

_____Dollars ($ _____)

Alternate No. 2 *(ADDITIVE – **Passenger Boarding Bridge No. A3**)* for the lump sum of:

_____Dollars ($ _____)

Alternate No. 3 *(ADDITIVE – **Passenger Boarding Bridge No. B1**)* for the lump sum of:

_____Dollars ($ _____)

NAME OF BIDDER: _____

ADDRESS OF BIDDER: _____

_____

LOUISIANA CONTRACTOR'S LICENSE NUMBER: _____

NAME OF AUTHORIZED SIGNATORY OF BIDDER: _____

TITLE OF AUTHORIZED SIGNATORY OF BIDDER: _____

SIGNATURE OF AUTHORIZED SIGNATORY OF BIDDER **: _____

DATE: _____

THE FOLLOWING ITEMS ARE TO BE INCLUDED WITH THE SUBMISSION OF THIS LOUISIANA UNIFORM PUBLIC WORK BID FORM:

* The Unit Price Form shall be used if the contract includes unit prices. Otherwise it is not required and need not be included with the form. The number of unit prices that may be included is not limited and additional sheets may be included if needed.

** A CORPORATE RESOLUTION OR WRITTEN EVIDENCE of the authority of the person signing the bid for the public work as prescribed by LA. R.S. 38:2212(B)5.

BID SECURITY in the form of a bid bond, certified check or cashier's check as prescribed by LA RS 38:2218.A is attached to and made a part of this bid.

LOUISIANA UNIFORM PUBLIC WORK BID FORM
UNIT PRICE FORM

TO:	**City of Baton Rouge and Parish of East Baton Rouge Purchasing Division** **Room 826 City Hall** **222 Saint Louis Street, Baton Rouge, LA 70802** *(Owner to provide name and address of owner)*	**BID FOR:**	**Passenger Boarding Bridges Replacement** **Baton Rouge Metropolitan Airport** **FAA AIP No. 3-22-0006-125-2023** **LaDOTD Project No. H.015241** *(Owner to provide name of project and other identifying)*

***UNIT PRICES**: This form shall be used for any and all work required by the Bidding Documents and described as unit prices. Amounts shall be stated in figures and only in figures.*

DESCRIPTION:	■ Base Bid or ☐ Alt.# ___	**Mobilization**	
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION *(Quantity times Unit Price)*
C-105	1	LS		

DESCRIPTION:	■ Base Bid or ☐ Alt.# ___	**Layout Survey and As-Builts**	
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION *(Quantity times Unit Price)*
02000-1	1	LS		

DESCRIPTION:	■ Base Bid or ☐ Alt.# ___	**Demolition Of Gates "A1,A2 and B2" Passenger Boarding Bridges, Including Rotunda.**	
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION *(Quantity times Unit Price)*
14950-13	3	EA		

DESCRIPTION:	■ Base Bid or ☐ Alt.# ___	**Furnish And Install Apron Drive Passenger Boarding Bridge At Gate "B2". Capable of 66' retracted and 99' extended. Price Includes All Materials, Equipment Including CE CAB Floor, Rotunda Column and Labor for a Fully Functional Bridge, Sub-Contractor Field Work.**	
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION *(Quantity times Unit Price)*
14950-1	1	LS		

DESCRIPTION:	■ Base Bid or ☐ Alt.# ___	**Furnish And Install Apron Drive Passenger Boarding Bridge At Gates "A2". Capable of 76' min. retracted and 108'max. extended. Price Includes All Materials, Equipment Including CE CAB Floor, Rotunda Column and Labor for a Fully Functional Bridge, Sub-Contractor Field Work.**	
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION *(Quantity times Unit Price)*
14950-2	1	LS		

DESCRIPTION:	■ Base Bid or ☐ Alt.# ___	**Furnish And Install Apron Drive Passenger Boarding Bridge At Gates "A1" . Capable of 76' retracted and 108' extended. Price Includes All Materials, Equipment Including CE CAB Floor, Rotunda Column and Labor for a Fully Functional Bridge, Sub-Contractor Field Work.**		
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION *(Quantity times Unit Price)*
14950-3	1	LS		

DESCRIPTION:	■ Base Bid or ☐ Alt.# ___	**New Bridge Roof Mounted Back-Lit 3 Sided Sign At Gates "A1, A2 & B2"**		
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION *(Quantity times Unit Price)*
14950-7	3	EA		

DESCRIPTION:	■ Base Bid or ☐ Alt.# ___	**Electrical Improvements per E-Sheets (for three new bridges)**		
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION *(Quantity times Unit Price)*
14950-8	3	EA		

DESCRIPTION:	■ Base Bid or ☐ Alt.# ___	**90 KVA 28 VDC/400 HZ Ground Power Unit for New Bridge**		
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION *(Quantity times Unit Price)*
14950-9	3	EA		

DESCRIPTION:	■ Base Bid or ☐ Alt.# ___	**40-Ton Pre-Conditioned Air Unit for New Bridge**		
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION *(Quantity times Unit Price)*
14950-10	3	EA		

DESCRIPTION:	■ Base Bid or ☐ Alt.# ___	**Baggage Conveyor System for New Bridge**		
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION *(Quantity times Unit Price)*
14950-11	3	EA		

DESCRIPTION:	■ Base Bid or ☐ Alt.# ___	**Hurricane Tie Downs (Two for Each Bridge)- 6 Pairs**		
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION *(Quantity times Unit Price)*
14950-12	6	EA		

DESCRIPTION:	■ Base Bid or ☐ Alt.# ___	**Existing Pavement Marking Removal**		
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION *(Quantity times Unit Price)*
S-142	9,400	SF		

DESCRIPTION:	■ Base Bid or □ Alt.# ___	**New Reflective Pavement Marking w/ Type III Beads (Yellow)**		
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION *(Quantity times Unit Price)*
P-620-1	4,480	SF		

DESCRIPTION:	■ Base Bid or □ Alt.# ___	**New Reflective Pavement Marking w/ Type III Beads (White)**		
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION *(Quantity times Unit Price)*
P-620-2	6,930	SF		

DESCRIPTION:	■ Base Bid or □ Alt.# ___	**New Reflective Pavement Marking w/ Type I Beads (Red)**		
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION *(Quantity times Unit Price)*
P-620-3	1,785	SF		

DESCRIPTION:	■ Base Bid or □ Alt.# ___	**New Non-Reflective Pavement Marking (Black)**		
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION *(Quantity times Unit Price)*
P-620-4	10,000	SF		

Wording for "DESCRIPTION" is to be provided by the Owner.
All quantities are estimated. The contractor will be paid based upon actual quantities as verified by the Owner

LOUISIANA UNIFORM PUBLIC WORK BID FORM
UNIT PRICE FORM

TO:	**City of Baton Rouge and Parish of East Baton Rouge Purchasing Division** **Room 826 City Hall** **222 Saint Louis Street, Baton Rouge, LA 70802** *(Owner to provide name and address of owner)*	**BID FOR:**	**Passenger Boarding Bridges Replacement Baton Rouge Metropolitan Airport** **FAA AIP No. 3-22-0006-125-2023** **LaDOTD Project No. H.015241** *(Owner to provide name of project and other identifying)*

***UNIT PRICES**: This form shall be used for any and all work required by the Bidding Documents and described as unit prices. Amounts shall be stated in figures and only in figures.*

DESCRIPTION:	☐ Base Bid or ■ Alt.# 1	**Mobilization**		
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION *(Quantity times Unit Price)*
C-105	1	LS		

DESCRIPTION:	☐ Base Bid or ■ Alt.# 1	**Layout Survey and As-Builts**		
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION *(Quantity times Unit Price)*
02000-1	1	LS		

DESCRIPTION:	☐ Base Bid or ■ Alt.# 1	**Demolition Of Gate "A4" Passenger Boarding Bridges, Including Rotunda.**		
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION *(Quantity times Unit Price)*
14950-14	1	EA		

DESCRIPTION:	☐ Base Bid or ■ Alt.# 1	**Furnish And Install Apron Drive Passenger Boarding Bridge At Gates "A4" . Capable of 56' retracted and 99' extended. Price Includes All Materials, Equipment Including CE CAB Floor, Rotunda Column and Labor for a Fully Functional Bridge, Sub-Contractor Field Work.**		
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION *(Quantity times Unit Price)*
14950-4	1	LS		

DESCRIPTION:	☐ Base Bid or ■ Alt.# 1	**New Bridge Roof Mounted Back-Lit 3 Sided Sign At Gates "A4"**		
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION *(Quantity times Unit Price)*
14950-7	1	EA		

DESCRIPTION:	☐ Base Bid or ■ Alt.# 1	**Electrical Improvements per E-Sheets**		
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION *(Quantity times Unit Price)*
14950-8	1	EA		

DESCRIPTION:	☐ Base Bid or ■ Alt.# 1	**90 KVA 28 VDC/400 HZ Ground Power Unit for New Bridge**		
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION *(Quantity times Unit Price)*
14950-9	1	EA		

DESCRIPTION:	☐ Base Bid or ■ Alt.# 1	**40-Ton Pre-Conditioned Air Unit for New Bridge**		
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION *(Quantity times Unit Price)*
14950-10	1	EA		

DESCRIPTION:	☐ Base Bid or ■ Alt.# 1	**Baggage Conveyor System for New Bridge**		
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION *(Quantity times Unit Price)*
14950-11	1	EA		

DESCRIPTION:	☐ Base Bid or ■ Alt.# 1	**Hurricane Tie Downs (Two for Each Bridge)**		
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION *(Quantity times Unit Price)*
14950-12	2	EA		

Wording for "DESCRIPTION" is to be provided by the Owner.

All quantities are estimated. The contractor will be paid based upon actual quantities as verified by the Owner

LOUISIANA UNIFORM PUBLIC WORK BID FORM
UNIT PRICE FORM

TO:	**City of Baton Rouge and Parish of East Baton Rouge Purchasing Division** **Room 826 City Hall** **222 Saint Louis Street, Baton Rouge, LA 70802** *(Owner to provide name and address of owner)*	**BID FOR:**	**Passenger Boarding Bridges Replacement Baton Rouge Metropolitan Airport** **FAA AIP No. 3-22-0006-125-2023** **LaDOTD Project No. H.015241** *(Owner to provide name of project and other identifying)*

***UNIT PRICES**: This form shall be used for any and all work required by the Bidding Documents and described as unit prices. Amounts shall be stated in figures and only in figures.*

DESCRIPTION:	☐ Base Bid or ■ Alt.# _2_	**Mobilization**	
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION *(Quantity times Unit Price)*
C-105	1	LS		

DESCRIPTION:	☐ Base Bid or ■ Alt.# _2_	**Layout Survey and As-Builts**	
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION *(Quantity times Unit Price)*
02000-1	1	LS		

DESCRIPTION:	☐ Base Bid or ■ Alt.# _2_	**Demolition Of Gate "A3" Passenger Boarding Bridges, Including Rotunda.**	
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION *(Quantity times Unit Price)*
14950-15	1	EA		

DESCRIPTION:	☐ Base Bid or ■ Alt.# _2_	**Furnish And Install Apron Drive Passenger Boarding Bridge At Gate "A3" . Capable of 81' retracted and 99' extended. Price Includes All Materials, Equipment Including CE CAB Floor, Rotunda Column and Labor for a Fully Functional Bridge, Sub-Contractor Field Work.**	
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION *(Quantity times Unit Price)*
14950-5	1	LS		

DESCRIPTION:	☐ Base Bid or ■ Alt.# _2_	**New Bridge Roof Mounted Back-Lit 3 Sided Sign At Gates "A3"**	
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION *(Quantity times Unit Price)*
14950-7	1	EA		

DESCRIPTION:	☐ Base Bid or ■ Alt.# _2_	**Electrical Improvements per E-Sheets**		
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION *(Quantity times Unit Price)*
14950-8	1	EA		

DESCRIPTION:	☐ Base Bid or ■ Alt.# _2_	**90 KVA 28 VDC/400 HZ Ground Power Unit for New Bridge**		
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION *(Quantity times Unit Price)*
14950-9	1	EA		

DESCRIPTION:	☐ Base Bid or ■ Alt.# _2_	**40-Ton Pre-Conditioned Air Unit for New Bridge**		
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION *(Quantity times Unit Price)*
14950-10	1	EA		

DESCRIPTION:	☐ Base Bid or ■ Alt.# _2_	**Baggage Conveyor System for New Bridge**		
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION *(Quantity times Unit Price)*
14950-11	1	EA		

DESCRIPTION:	☐ Base Bid or ■ Alt.# _2_	**Hurricane Tie Downs (Two for Each Bridge)**		
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION *(Quantity times Unit Price)*
14950-12	2	EA		

Wording for "DESCRIPTION" is to be provided by the Owner.

All quantities are estimated. The contractor will be paid based upon actual quantities as verified by the Owner

LOUISIANA UNIFORM PUBLIC WORK BID FORM
UNIT PRICE FORM

TO:	**City of Baton Rouge and Parish of East Baton Rouge Purchasing Division** **Room 826 City Hall** **222 Saint Louis Street, Baton Rouge, LA 70802** *(Owner to provide name and address of owner)*	**BID FOR:**	**Passenger Boarding Bridges Replacement Baton Rouge Metropolitan Airport** **FAA AIP No. 3-22-0006-125-2023** **LaDOTD Project No. H.015241** *(Owner to provide name of project and other identifying)*

***UNIT PRICES**: This form shall be used for any and all work required by the Bidding Documents and described as unit prices. Amounts shall be stated in figures and only in figures.*

DESCRIPTION:	☐ Base Bid or ■ Alt.# **3**	**Mobilization**		
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION *(Quantity times Unit Price)*
C-105	1	LS		

DESCRIPTION:	☐ Base Bid or ■ Alt.# _3_	**Layout Survey and As-Builts**		
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
02000-1	1	LS		

DESCRIPTION:	☐ Base Bid or ■ Alt.# _3_	**Demolition Of Gate "B1"Passenger Boarding Bridges, Including Rotunda.**		
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
14950-16	1	EA		

DESCRIPTION:	☐ Base Bid or ■ Alt.# _3_	**Furnish And Install Apron Drive Passenger Boarding Bridge At Gates "B1". Capable of 81' retracted and 99' extended. Price Includes All Materials, Equipment Including CE CAB Floor, Rotunda Column and Labor for a Fully Functional Bridge, Sub-Contractor Field Work.**		
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
14950-6	1	LS		

DESCRIPTION:	☐ Base Bid or ■ Alt.# _3_	**New Bridge Roof Mounted Back-Lit 3 Sided Sign At Gates "B1"**		
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
14950-7	1	EA		

DESCRIPTION:	☐ Base Bid or ■ Alt.# _3_	**Electrical Improvements per E-Sheets**		
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
14950-8	1	EA		

DESCRIPTION:	☐ Base Bid or ■ Alt.# _3_	**90 KVA 28 VDC/400 HZ Ground Power Unit for New Bridge**		
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
14950-9	1	EA		

DESCRIPTION:	☐ Base Bid or ■ Alt.# _3_	**40-Ton Pre-Conditioned Air Unit for New Bridge**		
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
14950-10	1	EA		

DESCRIPTION:	☐ Base Bid or ■ Alt.# _3_	**Baggage Conveyor System for New Bridge**		
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
14950-11	1	EA		

DESCRIPTION:	☐ Base Bid or ■ Alt.# _3_	**Hurricane Tie Downs (Two for Each Bridge)**		
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
14950-12	2	EA		

Wording for "DESCRIPTION" is to be provided by the Owner.

All quantities are estimated. The contractor will be paid based upon actual quantities as verified by the Owner

CD&C PROJECT NO: 22-5293
PASSENGER GATE REPLACEMENT
BATON ROUGE METRO AIRPORT
EAST BATON ROUGE PARISH

Civil Design & Construction, Inc.
PO Box 857 (mail only)
3251 Southern Pacific Road
Port Allen, LA 70767
Office: 225.765.1802

LOUISIANA STATE PLANE COORDINATES
SOUTH ZONE 1702 US SURVEY FT NAD '83 (2010)

VERTICAL CONTROL
NAVD '88 (GEOID 18)

HORIZONTAL & VERTICAL CONTROL

K-SACS (PT 1)
(OPUS OBSERVED)
N: 740,623.5778'
E: 3,336,100.7523'
ELEV: 61.056'
LAT: 30°32'11.139776"
LONG: 91°09'28.029808"
BRASS DISK

RTK 2
N: 739,963.2704'
E: 3,336,713.9887'
ELEV: 61.420'
LAT: 30°32'04.594659"
LONG: 91°09'21.029298"
0.0416" IRON ROD

RTK 3
N: 739,693.4448'
E: 3,336,995.2443'
ELEV: 60.494'
LAT:3 0°32'01.919583"
LONG: 91°09'17.818072"
0.0416" IRON ROD

RTK 4
N: 739,399.1577'
E: 3,337,238.4627'
ELEV: 59.808'
LAT: 30°31'59.002952"
LONG: 91°09'15.042263"
0.0416" IRON ROD

RTK 5
N: 739,018.8916'
E: 3,337,245.6404'
ELEV: 60.586'
LAT: 30°31'55.238938"
LONG: 91°09'14.966990"
0.0416" IRON ROD

RTK 6
N: 738,612.2880'
E: 3,337,238.0941'
ELEV: 61.542'
LAT: 30°31'51.214460"
LONG: 91°09'15.060545"
0.0416" IRON ROD

TBM 7
N: 739,556.1796'
E: 3,336,658.3792'
ELEV: 62.910'
LAT: 30°32'00.566097"
LONG: 91°09'21.672369"
CHISELED "X" IN CONCRETE FOOTING

TBM 8
N: 739,397.9835'
E: 3,336,711.7335'
ELEV: 62.087'
LAT: 30°31'58.999442"
LONG: 91°09'21.065097"
CHISELED "X" IN CONCRETE FOOTING

TBM 9
N: 739,175.9934'
E: 3,336,776.1242'
ELEV: 62.140'
LAT: 30°31'56.801180"
LONG: 91°09'20.332766"
0.0416 MAG NAIL SET IN JOINT

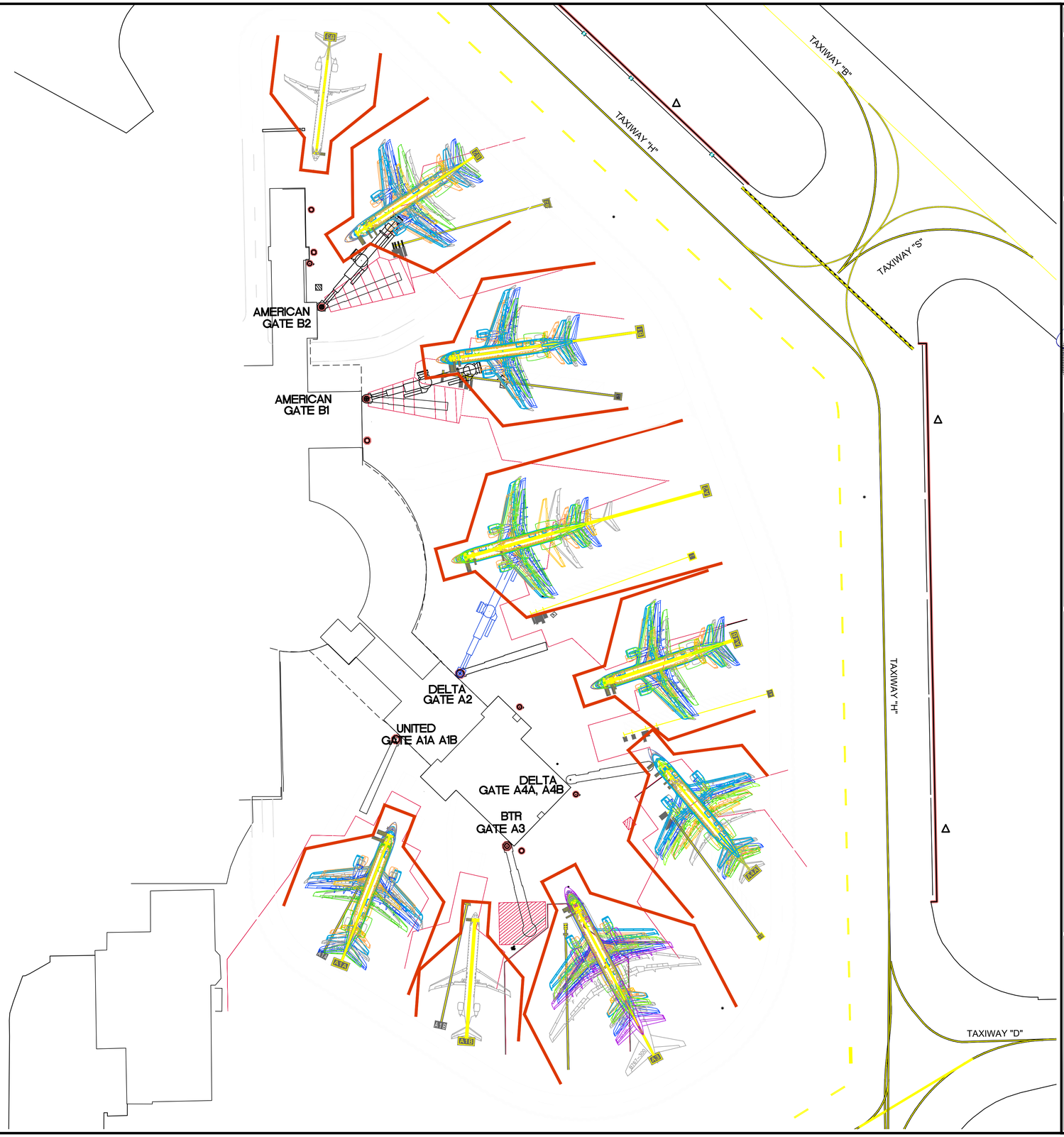
TBM 10
N: 739,052.7121'
E: 3,336,902.8558'
ELEV: 63.157'
LAT: 30°31'55.578985"
LONG: 91°09'18.885870"
CHISELED "X" IN CONCRETE FOOTING

TBM 11
N: 739,054.2197'
E: 3,336,760.5300'
ELEV: 62.423'
LAT: 30°31'55.596094"
LONG: 91°09'20.513233"
CHISELED "X" IN CONCRETE FOOTING

TBM 12
N: 739,017.1159'
E: 3,336,599.5191'
ELEV: 62.705'
LAT: 30°31'55.231305"
LONG: 91°09'22.354929"
CHISELED "X" ADJACENT TO AARF BUILDING

FIELD BOOK DH-1; PG 10-22,
PF-36; 12& 19 (
LEVEL BOOK P35; PGS 4,5,14
P36, PGS 12-15

P. DUPREE CONTROL & FINISH FLOOR
D. HUMPREYS - TOPO & SCANNING
T. NORRIS - SCAN REG & EXTRACTION
C. TAYLOR - DRAFTING



AIRCRAFT SERVICE LIST

GATES A-1, A-2, A-4, B-1 and B-2	GATE A-3
Embraer ERJ 135/140/145/145 EX	Embraer ERJ 135/140/145/145 EX
Bombardier 200/700/900	Bombardier 200/700/900
Boeing 717-200	Boeing 717-200
Embraer E170/E175/E190	Embraer E170/E175/E190
Boeing 737 200-900	Boeing 737 200-900
Boeing 737 MAX-8	Boeing 737 MAX-8
Airbus A319/A320	Airbus A319/A320
	Boeing 757-200
	Boeing 767-300

BRIDGE LENGTH REQUIREMENTS NORMAL OPERATING RANGE.

GATE	OPERATOR	MIN.(FT)*	MAX. (FT)*	BID SCHEDULE
A1A	UNITED	76	108	BASE BID
A1B	UNITED	*APRON LOADING- NO BRIDGE*		
A2	DELTA	76	108	BASE BID
A3	AIRPORT	81	99	ADDITIVE
A4A	DELTA	56	99	ADDITIVE
A4B	DELTA			
B1	AMERICAN	81	99	ADDITIVE
B2	AMERICAN	66	99	BASE BID
B3	AIRPORT	*REMAIN OVERNIGHT (RON)- NO BRIDGE*		

* (CENTER OF ROTUNDA TO CENTER OF CAB)

SHEET NUMBER C1.2

OWNER: BATON ROUGE METROPOLITAN AIRPORT
STATE No. H.015241
FAA AIP No. 3-22-0006-125-2023
PROJECT No. 22-122
DESIGNED RO
DETAILED APN
DATE: 01/17/2023
DESIGN CHKD. DH
DETAIL CHKD. DH

BTR
BATON ROUGE METROPOLITAN AIRPORT

STATE OF LOUISIANA
Douglas Hambrecht
License No. 0046452
PROFESSIONAL ENGINEER IN CIVIL ENGINEERING
01/17/2023

REVISIONS

NO.	DESCRIPTION	DATE	BY
1	ADDENDUM #3	2/13/23	DH

PROJECT NAME: PASSENGER BOARDING BRIDGES REPLACEMENT
DRAWING NAME:

CONSTRUCTION SAFETY & PHASING PLAN (PROJECT LAYOUT PLAN NO.2)

INFRASTRUCTURE CONSULTING & ENGINEERING
4000 S. SHERWOOD FOREST BLVD. SUITE 301
BATON ROUGE, LA 70816 (225) 307-1010
LA CERTIFICATE OF AUTHORIZATION NO. EF6428

ANY WORK SHOWN OUTSIDE OF THE CONSTRUCTION BARRIERS SHALL BE COORDINATED WITH AIRPORT AND AIRLINES. (TYP.)

15.0'

TO GATE W16

NEW MARKING (TYP.)

A4B

STAGING AREA

EXISTING MARKING REMOVAL (TYP.)

EXIST. BOARDING BRIDGE (AD3 60/119 125R)

3

GATE A4
"DELTA"

B737-8MAX

79.0'
ADG-III TLOFA

112.0'
ADG-IV TLOFA

TAXIWAY "H"

ADG III-TLOFA

ADG IV TLOFA

ADG III-TLOFA

A4A

ANY WORK SHOWN OUTSIDE OF THE CONSTRUCTION BARRIERS SHALL BE COORDINATED WITH AIRPORT AND AIRLINES. (TYP.)

890 L.F. OF TEMP. LOW PROFILE BARRICADES FOR CONSTRUCTION OF PBB STRUCTURE (TO BE PROVIDED BY OWNER) (SEE DETAILS)

N

0 20' 40

SHEET NUMBER C3.4

OWNER:	BATON ROUGE METROPOLITAN AIRPORT		DATE:	01/17/2023	DH
STATE No.	H.015241		DESIGN CHKD.		DH
FAA AIP No.	3-22-0006-125-2023		DETAIL CHKD.		
PROJECT No.	22-122				
DESIGNED	RO				
DETAILED	APN				

BTR
BATON ROUGE METROPOLITAN AIRPORT

STATE OF LOUISIANA
Douglas Hollabrecht
License No. 0046452
PROFESSIONAL ENGINEER IN CIVIL ENGINEERING
01/17/2023

REVISIONS

NO.	DESCRIPTION	DATE	BY
3	ADDENDUM NO. 3	2/13/2023	DH

PROJECT NAME: PASSENGER BOARDING BRIDGES REPLACEMENT

DRAWING NAME:

CONSTRUCTION SAFETY & PHASING PLAN AT GATE A4 (PHASE 1D - BASE BID)

INFRASTRUCTURE CONSULTING & ENGINEERING
4000 S. SHERWOOD FOREST BLVD, SUITE 301
BATON ROUGE, LA 70816 (225) 307-1010
LA CERTIFICATE OF AUTHORIZATION NO. EF6428

GATE A1A
"UNITED"

EXIST. BOARDING BRIDGE
(AD3 58/110 125R)

STAGING AREA

GATE A4
"DELTA"

GATE A3
"BTR"

GATE A1B
"UNITED"

NEW MARKING (TYP.)

EXISTING MARKING REMOVAL (TYP.)

EXISTING MARKING REMOVAL (TYP.)

ANY WORK SHOWN OUTSIDE OF THE CONSTRUCTION BARRIERS SHALL BE COORDINATED WITH AIRPORT AND AIRLINES. (TYP.)

A1A

A1B

NEW MARKING (TYP.)

ANY WORK SHOWN OUTSIDE OF THE CONSTRUCTION BARRIERS SHALL BE COORDINATED WITH AIRPORT AND AIRLINES. (TYP.)

ANY WORK SHOWN OUTSIDE OF THE CONSTRUCTION BARRIERS SHALL BE COORDINATED WITH AIRPORT AND AIRLINES. (TYP.)

745 L.F. OF TEMP. LOW PROFILE BARRICADES FOR CONSTRUCTION OF PBB STRUCTURE (TO BE PROVIDED BY OWNER) (SEE DETAILS)

14.0'

TO GATE W25

ADG III TLOFA

111.2'

ADG-V TLOFA

ADG III TLOFA

ADG IV TLOFA

112.0'

ADG-IV TLOFA

ADG III TLOFA

ADG-III TLOFA

ADG IV TLOFA

B767-300

N

0 20' 40'

SHEET NUMBER C3.6

OWNER: BATON ROUGE METROPOLITAN AIRPORT
STATE No. H.015241
FAA AIP No. 3-22-0006-125-2023
PROJECT No. 22-122
DESIGNED RO
DETAILED APN
DATE: 01/17/2023
DESIGN CHKD. DH
DETAIL CHKD. DH

BTR
BATON ROUGE METROPOLITAN AIRPORT

STATE OF LOUISIANA
Douglas Hollabrecht
License No. 0046452
PROFESSIONAL ENGINEER IN CIVIL ENGINEERING
01/17/2023

REVISIONS

NO.	DESCRIPTION	DATE	BY
3	ADDENDUM NO. 3	2/13/2023	DH

PROJECT NAME: PASSENGER BOARDING BRIDGES REPLACEMENT
DRAWING NAME:

CONSTRUCTION SAFETY & PHASING PLAN AT GATE A1 (BASE BID - PHASE 1F)

INFRASTRUCTURE CONSULTING & ENGINEERING
4000 S. SHERWOOD FOREST BLVD. SUITE 301
BATON ROUGE, LA 70816 (225) 307-1010
LA CERTIFICATE OF AUTHORIZATION NO. EF6428

REQUEST FOR INFORMATION

QUESTIONS BY JBT | AeroTech

SUPPLEMENTARY CONDITIONS:

1. **Add the following to 70-11, General Provisions:**
   "LIABILITY: Notwithstanding anything to the contrary in this Agreement, Contractor's indemnity obligations under this Agreement will be limited to the extent that any loss or damages was caused by the Contractor its employees, agents, subcontractors, or affiliates. Without limiting City's obligations as to repair or replacement of defective parts and to indemnify City with respect to patent infringement claims, in no event shall Contractor's total aggregate liability under this Agreement exceed the lesser of $1,000,000 or the value of the Agreement."
   A: No.

2. **Regarding the statement in the Instructions to Bidders that Owner has the right to inspect, audit and copy full, certified copies of bidders insurance policies**, JBT does not provide copies of its policies for customers to review unless under certain circumstances such as legal actions – please confirm whether this is acceptable.
   A: No.

3. **Regarding Article 70-11 & 70-21**, General Provisions, please clarify that we will not name the City as an additional insured but will "include" the City as an additional insured.
   A: Additional insured is acceptable in lieu of "additional named insured." The word named can be deleted.

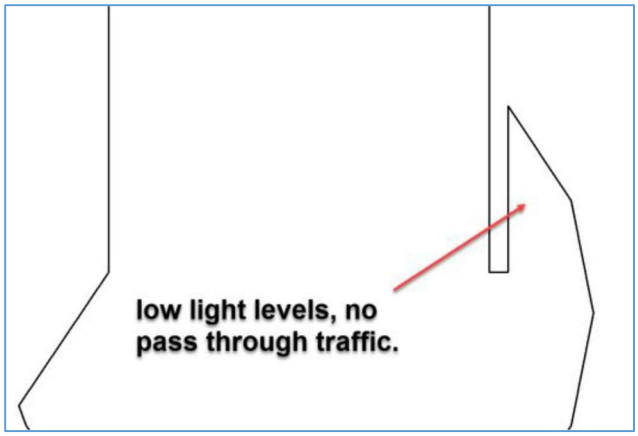
SECTION 14950 – PASSENGER BOARDING BRIDGE

Page 2

4. 2.1 2.1 In general, the Passenger Boarding Bridge (PBB) shall be constructed and installed in accordance with the requirements stated herein. PBB shall be certified by an NRTL for conformance to UL #QGLA for Passenger Boarding Bridge. PBB shall allow for unassisted access at a maximum slope of 1v:12h (8.3%) for the following aircraft: The UL QGLA is a UL recommendation so a NRTL cannot provide certification. We can provide a written statement that we can comply to the requirements. We can supply a certificate from a NRTL that the PBB is UL compliant. Is this acceptable to full fill the QGLA requirement?
   A: Yes

Page 4

5. 4.3 Lighting shall be provided along the entire length of the PBB to include the boarding path, landing sill, platform, cab, and operator compartment. Lighting systems shall be designed to provide a 20 foot candles or greater as measured at any point on floor level.
   JBT lighting can meet an average level of 20 foot candles. Due to tunnel design there are non-traffic area where the levels are below 20 foot candles (left side opposite from the service door, see sketch). Please indicate that the lighting levels are an average level or allow this area to be below stated requirements. Is this acceptable?
   A: Yes



Page 4

6. 4.7 The PBB shall be designed to resist excessive temperatures and exhaust fumes at the terminal end. Is a ventilator required at the rotunda end of the PBB?
   A: A ventilator system would provide a good method to circulate air and maintain optimal temperatures, however, it is not required.

Page 5

7. 5.1.C
   c. Provide a space in the cab for temporary placement of oversized carry-on luggage and other equipment to function as a staging area during aircraft loading/unloading operations. The cab is generally referred to as the area where the operator station is. The large round area at the end of the outer-most tunnel next to the operator station where the recoiling galvanized curtains are is referred to as the tunnel bubble area. The tunnel bubble area is generally where gate-checked baggage dropped and returned. It is our understanding that your description "cab" was intended to mean this tunnel bubble area. Please confirm. Or please accept the tunnel bubble area as the acceptable staging area.
   A: Cab does refer to bubble and operator's console. Tunnel bubble is acceptable staging area.

Page 6

8. 5.4.2
   2) The auto-leveler must be designed to level automatically while still being capable of independent, manual adjustment. JBCT cannot comply to this statement to have both autolevel and manual operation functional at the same time. One or the other must be selected. You can take the unit out of autolevel mode and run the bridge manually. Please confirm that this is the intent. Or, please accept our standard design.
   A: The intent is to provide both options, not simultaneous operation.

Page 6

9. 5.4.3
   3) To engage the automatic mode, an actuation switch or master key switch must be positioned to "AUTO". A manual override switch for manual adjustment must also be available, but protected to prevent unauthorized adjustments. All auto-leveler switches and controls, either mechanical or electronic, must be located so that they are in full view of an operator stationed at the control console. JBTC will not provide a separate manual override to disengage the autolevel function. We have the master key switch to disengage autolevel and place the PBB in operate mode. This will allow manual PBB movement. This method removes the autolevel wheel away from the aircraft preventing damage to the autolevel wheel assembly. Please remove the manual override requirement.
   A: Use of the master switch to "operate" mode is acceptable for manual leveling.

Page 6

10. 5.5.1

1) The aircraft end of the cab shall be equipped with an articulating cab floor that automatically compensates for changes in bridge slope. The floor shall be actuated and independently adjustable to adapt to all aircraft doorsills. It shall be designed to level automatically and shall be equipped with a manual override control switch. The floor shall be capable of providing a level surface adjacent to the aircraft doorsill for passenger boarding bridge slopes from - 8.33% to +8.33%. Rather than being able to manually override the control, we have the articulating cab floor (ACF) controls for manual or auto operation. Please confirm that this is the intent, or allow this method of controlling the floor.

A: Confirmed

Page 7

11. 5.11 Storage / Security. Requirements needed to properly store and secure the device must be supplied by the manufacturer. Weather doors must be provided adjacent to the console to seal and secure the interior when the PBB is not in use. These doors shall be a minimum of 5'0" wide by 7'6" high steel roll up doors that are electrically operated. They shall be installed on the right side of the operators console and allow for a steel chain to be installed across the weather door opening. JBTC weather door standard opening width is 43 3/8" (4' 7 3/8"). A 5' wide doorways is not possible with the current cab structural design. Please accept our standard width.

A: This requirement refers to the roll up door, not the service doorway.

12. b) JBTC standard is a double swing door.

JBTC has found that the double swing doors has less maintenance issues over time than the roll up metal doors. Please allow our standard double swing doors.

A: Acceptable

Page 8

13. 6.5.4

4) Telescoping tunnel transition ramp width – 56 in.

JBTC A tunnel ramp width is 53 1/2" wide. Please accept our standard width.

A: Acceptable for "A" tunnel

Page 8

14. 6.6.a

A double hinge floor must be included in the system to provide a smooth transition between the level floor of the terminal and the PBB. There must be no raised surfaces along the corridor, aside from the transition ramps between telescoping tunnel sections, which may introduce a tripping hazard to the passenger.

JBTC standard building to corridor translon threshold is a 1/4" bent aluminum diamond plate. Overall height of the bent section is 1" over 1' wide. The bent section allows some variation between the terminal building and the rotunda floor heights. Note the threshold can only be attached on one side. This is to allow lateral movement during the PBB travel. A hinged threshold with not work in this application. A hinged threshold needs to be attached on both sides. Attaching on one side can cause a tripping hazard. Please allow our standard non-hinged threshold.

A: Acceptable

Page 9

15. 6.7.2.e

e Handrails shall be installed as required by OSHA and applicable building codes.

JBTC's stair and landing handrails design follow OSHA standards. The PBB handrails are not designed using building code requirements. The PBB is not a building, it is moving equipment. Please remove the "and applicable building codes" requirement.

A: The PBB handrail requirements shall follow OSHA and building codes.

Page 10

16. 6.12.9

9) The corridor must be insulated to meet industry standards.

JBTC corridor section is fabricated using bent plate for the walls, it is not a double wall construction. Therefore, we cannot place any insulation in the wall. Please allow our standard.

A: insultation requirements shall not apply. Delete 6.12.9

Page 12

17. 7.2.10

10) Wiring terminals must be protected by insulating boots or heat-shrinkable tubing.

JBTC uses finger safe connectors. Insulated boots or heat shrink tubing is not required. Please allow our standard.

A: Acceptable

Page 12

18. 7.2.17

17) Cabs, tunnel sections, service stairs and landings, rotundas, and all electrical items must be interconnected by a continuous grounding conductor. The main grounding conductor will be provided with the power supply feeder.

JBTC will provide grounding connections between movable components but it is not a continuous wire. Please accept our standard.

A: Acceptable

Page 13

19. 8.a

a. An air conditioning unit(s) shall be provided to regulate the climate for the bridge and fixed tunnel. The unit(s) shall be sized to cool the total cubic feet of the fixed portion of the walkway and the moveable bridge unit to meet local code requirements for typical summer months. To regulate the temperature and to control the functions, a thermostat shall be provided on the interior of the fixed portion of the walkway. Penetrations for ductwork shall be through through the side walls. No ductwork shall be required in the moveable portion of the PBB. Wrap all ducts in insulation as required by code.

a) Our analysis has determined that a 7.8 ton cooling is required on the hottest day. 15.5 KW heat on the coldest day. The closest RTU size is a 7.5 ton unit. Is this acceptable? Next size up is a 8.5 ton unit. Note the electrical power required for these RTU has 28 full load amps which requires a 35 amp supply. On drawing E-101 scope of work 4

A: Acceptable

20. 4. THE WORK INCLUDES DISCONNECTING EXISTING PASSENGER BOARDING BRIDGE POWER CIRCUITS AND PROVIDING NEW POWER CIRCUITS TO NEW BRIDGES AS DESCRIBED IN THESE DRAWINGS AND SPECIFICATIONS. THE ELECTRICAL CIRCUITS ARE DESIGNED TO A MAXIMUM OF THE FOLLOWING CONNECTED FULL LOAD AMPS (FLA):

a. PASSENGER BOARDING BRIDGE / JETWAY = 40 AMPS

b. PASSENGER BOARDING BRIDGE / GPU = 100 AMPS

c. PASSENGER BOARDING BRIDGE / PCA = 130 AMPS

We are assuming that the 40 amp supply if also used for the RTU. Since the RTU FLA is 28 amp, a total of 68 FLA is present for the Jetway PBB's. The 68 FLA required a minimum 85 amps breaker for the PBB. Please change the PBB power to a minimum of 85 amps service or provide a separate 35 amp service for the PBB RTU.

A: Boarding Bridge Locations A1 through A4 and B1 as follows:
The Jetway FLA = 40 amps at 480 Volts 3 phase 3 wire
The GPU FLA = 100 amps at 480 Volts 3 phase 3 wire.
These two loads are served by a 175-amp 3 pole circuit breaker.
The PCA FLA = 130 amps at 480 Volts 3 phase 3 wire.
This load is served by a 175-amp 3 pole circuit breaker.
Boarding Bridge Location B2 as follows:
The Jetway FLA = 40 amps at 480 Volts 3 phase 3 wire
The GPU FLA = 100 amps at 480 Volts 3 phase 3 wire.
The PCA FLA = 130 amps at 480 Volts 3 phase 3 wire.
This load is served by a 350-amp 3 pole circuit breaker.

Page 14

21. 10.a.1

Controls must be designed for satisfactory operation when the operator is wearing heavy winter clothing such as arctic-type gloves and overshoes. JBTC has an HMI monitor that uses touchscreen technology. Certain gloves will not work on the HMI screen, similar to the smart phones. The cab bubble area has a RTU in that location so the temperature will not be in the extreme range. Likewise, the operator cab area weather doors should not be open during operation, so in extreme cold conditions arctic-type gloves should not be necessary with the doors closed and the RTU heater on. Please remove this requirement.

A: The touchscreen for the interior control is acceptable. Other controls such as cable hoists, PCA controls are outdoors and the requirement shall remain.

Page 24

22. 17.b

The interior tunnel light fixtures should be recessed to blend with the ceiling design and be located six feet on center.

JBTC standard placement of the 2'X4' flat panel light is at 12 foot centers. This gives a 8 foot span between fixtures. The fixtures are placed length wise parallel to the bridge centerline. Please accept our standard.

A: Acceptable

Page 24

23. 17.c

c. The aluminum corner molding that finishes the ends of the ceiling plank and the top edge of the wall panels must be painted black to match the interior light fixtures.

JBTC standard light fixture frames are white. Please accept our standard. Note the corner molding is black.

A: Acceptable

Page 25

24. 17.d.2

2) Unless otherwise specified by the purchaser, the finish color must match the wallboard color, and the manufacturer must provide interior trim samples for purchaser selection.

Please confirm that the finish paint color for this section is just for the interior surfaces. Not the exterior finish color. Is this correct?

A: 18.d.2 refers to the interior,

Pre-conditioned Air

25. 12.5.D. requires a phone jack connection for the cabin temperature probe. We hard wire the aircraft cabin temperature probe for reliability. We could also recommend the warmer/cooler aircraft temperature control be provided in place of the cabin temperature probe. Please allow.

26. **A: Acceptable**

27. 12.11.C. requires all metal parts except stainless steel or bright plated metal shall be primed before assembly. Parts made out of aluminum that are used inside our PCA unit, including plenums, are not coated. Please allow.
A: Allowable for Aluminum

28. Drawing E-101 shows Passenger Boarding bridge/PCA maximum FLA to be 130 amps. Our SJ-90 (45 ton) unit is rated at 129 Full Load Amps (FLA) and is provided with a 150-amp circuit breaker internal to the unit. Please confirm if this is acceptable?
A: Acceptable

29. 1. The response # 11 on page 2, provides a table listing the "Existing PBB Model" and the "Future PBB Model". There are appears to be some contradictions between the model sizes listed in this table, on the Customer drawings, and the "Unit Price Form". Please review the following items and respond.
a) The "Existing PBB Model" for Gate A1A is listed as an A3-60/119 but the Customer Drawing C5.1 lists the Gate A-1 model as an AD3 58/110. Please review, confirm, and update all "Existing PBB Models" and confirm all "Future PBB Models (new)" required.
A: A-1 is a 58/110. Sheet C3.4 will be revised. Existing bridge models in the photos (C5 series) and Demolition sheet C4.1 are shown correctly.

30. b) The "Existing PBB Model" for Gate A4 is listed as an A3-58/110 but the Customer Drawing C5.2 lists the Gate A-4 model as an AD3 60/119. Please review, confirm, and update all "Existing PBB Models" and confirm all "Future PBB Models (new)" required.
A: A-1 is a 60/119. Sheet C3.6 will be revised. Existing bridge models in the photos (C5 series) and Demolition sheet C4.1 are shown correctly.

31. c) Please update the "Unit Price Form" to reflect the PBB Models required.
A: Bid price form updated to show item 14950-2 Gate A-2 to 76' min to 108' max.

32. 2. Please provide the Excel spreadsheet for the Unit Price Bid Form.
A: Yes

33. 3. Reference P-620-4 – New Non-Reflective Pavement Marking (Black) 10,000 SF. This item is duplicated on the bid form. Please confirm if this item is to be priced as listed on the bid form.
A: Correct. It is a duplicate.

QUESTIONS BY TK AIRPORT SYSTEMS

REFERENCE SECTION 14950 – PASSENGER BOARDING BRIDGE

1. 2.8 Hurricane Tie-Down. Please clarify: Who will be supplying the hurricane tie-down anchors that are to be embedded in the apron?
   A: Bidder

2. 4.2.D.3) Load Requirements… Our standard retracted and stowed wind load is to 95 mph. Please allow that or confirm you are requiring 130 mph wind load.
   A: Confirmed

3. 5.2 2)b Movement. Travel Length. We understand this requirement will be removed by addendum. If not done yet, please clarify whether it is required or not.
   A: Travel length requirements remain. 5.2.2b OPERATIONAL CONTINGENCY sentence was removed.

4. 5.4 4) Stability / Automatic Leveling. This item notes that "4.0 seconds (is) recommended" Please note that our standard is 3.0 seconds. We respectfully request you allow our design which is overwhelmingly accepted as an industry standard.
   A: 3.0 seconds is acceptable

5. 5.11 Storage / Security. This section states a requirement for "steel roll up doors that are electrically operated." Our standard doors are "aluminum roll up doors that are electrically operated." These doors are considered an industry standard and are generally accepted and even preferred worldwide. We respectfully request you allow us to provide these aluminum roll up doors.
   A: Aluminum is acceptable

6. 6.5 Minimum Interior Clear Dimensions – Our dimensions are considered industry standards and overwhelming accepted worldwide. However, we wish to identify any deviations from specification, however small. To that end, please clarify the difference between "Clear corridor width" and "Floor width." The dimensions noted below may be of the standard design of other manufacturers. Ours will comply or be very close but we prefer to be sure.
   A: Clear corridor width is the distance between the handrails.

7. 1.Service Door. This section required "A second service door meeting the same requirements shall be provided near the terminal entrance on the fixed walkway portion if the bridge." We do not see any walkways on the layouts so we're not sure if this requirement applies. Please clarify.
   A: A second service door will not be required.

8. 6.7 3) Service Ladder. Please clarify whether there will be RTUs positioned on the roof as such would represent something requiring periodic maintenance.
   A: Yes. See section 8 of specification 14950.

9. 6.14 3) Operational Safety (Limit Switches) Our vertical drive system incorporates single-acting hydraulic cylinders. This design has inherent end-of-travel stops with no chance of over-travel. This design is considered an industry standard and accepted worldwide. We respectfully request you accept our standard design that does not include electrical travel limits.
   A: Will accept other means of limits switches.

10. 7.3 1) Cable Conveyance System. This section states a requirement that "aluminum wireway to continue electrical cable routing beyond the electrical cable conveyance system." Please note this

requirement describes a system offered by another bridge manufacturer, not us. The cables on our conveyance system discharge at the end of Tunnel C, and our design does not require the feature described. If a cable tray is used anywhere else, it would be our standard, galvanized tray. We respectfully request you allow our standard design, a design currently accepted on the overwhelming majority of PBB projects.
A: Acceptable

11. 9.1 Drive Column. Our vertical drive consists of two (2) extra capacity hydraulic rams. Each ram is independent of the other and capable of supporting the bridge under full design load. An adjustable flow control valve provides the required lift speed. The design includes internally mounted pilot operated check valves that prevent the bridge from descending in the even of fluid loss or other system failure. Mechanical stops in the cylinders prevent over travel and do not cause any damage should they be reached. A single hydraulic power unit prevents miss-calibration as see on Ball Screw design and it is mounted at the wheel cross-member for easy access for maintenance. No periodic maintenance is required on the PBB roof due to this. We have been using this system for the last 20 years successfully. They require much less maintenance and will last the life of the bridge without major overhaul, unlike ball screw assemblies that have to be torn-down and resurfaced near ten year of service. We do understand the currently specified design is that of a competitor but please note that our design is considered an industry standard and is increasingly accepted worldwide. We respectfully request that you please consider allowing our design. But please note that if you maintain a preference for the currently specified mechanical vertical drive, we can provide that.
A: Vertical drive column must be mechanical and not hydraulic.

12. 10. b. 12 b Other indicators. This requires two audible warning bells, one on the lower wheel bogey and the other inside the rotunda near the terminal door. Our design can provide on at the wheel bogey location, as specified, but places the other in the A tunnel. This design is accepted as an industry standard and allowed worldwide. We respectfully request you allow this location for the second bell.
A: Acceptable

13. 15.1 Demolition. Is the owner expecting us to present scrap tickets after the PBB is sent to the scrap yard? Please clarify.
A: No

14. 17 c. Interior Finishes. Please note that our standard lighting interior is white, our trip and molding is unpainted aluminum. The currently specified lighting appears to be that of a competitor. Our design is accepted as an industry standard. We respectfully request you accept our standard lighting.
A: Acceptable

15. 19.5 Design of foundations… We understand this project requires the reuse of existing foundations. TK Airport Solutions cannot verify the adequacy of existing foundations. We can provide load data for the bridge an ancillary equipment, in its planned configuration, but any design or declaration of adequacy will be by others. Please accept this understanding.
A: Acceptable

16. 19.6 O&M Manual. We respectfully request that, in lieu of printed O&M manuals, you accept one (1)tablet which will include the documentation listed in this section.
A: No. Section 19.16 shall stand.

17. 20.1 Submittals. When will submittals be due?
    A: After notice to proceed

18. 20.2 Examination. Please confirm that all site surveys can be accomplished on one trip. We seek to minimize the numbers of trips, to site, required to conduct those surveys.
    A: The owner shall work with the contractor/ manufacturer to allow access and assist with badging. However, this statement seems to depend more on means and methods by the contractor and can't be confirmed by the owner.